2005

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 131

City of Chesapeake

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondary Route	

Special Routes

Bus	Bus - Business Route	
[29]	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	Wye - Wye Route connector	
~~~		

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

# 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Doute	Jurisdiction	Longth AADI	- OA	4Tire	Due		Tru	ck		00	K	OK	Dir	^	. 01
Route	Junsaiction	Length AAD1		41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
13) (58) (460) Military Highway	City of Chesapeake (Maint: 64)	2.41 <b>6700</b> 0		92%	0%	 1%	1%	7%	0%	С	0.094	Α	0.574	69000	А
13 (58) (460) Military Highway	City of Chesapeake (Maint. 64)		, A	92%	0%	170	170	170	0%	C	0.094	А	0.574	69000	-
12) (52) (402)	City of Chesapeake (Maint: 64)	0.64 <b>8100</b>	N	96%	1%	1%	0%	1%	0%	N	0.091	N	0.552	8900	١
13) [58] [460]	Only of Officsapeane (Maint. 04)			3070	170	170	070	170	070	14	0.001	11	0.552	0300	
12 (10) (101)	City of Chesapeake	US 58; SR 0.18 <b>6800</b>		89%	1%	3%	2%	4%	0%	F	0.108	F	0.587	7400	F
13 (460) (191)	Tro			0070	.,,		270	170	070	•	0.100	•	0.007	7 100	
13) (460) Military Highway	City of Chesapeake	SR 191, S Mili 0.45 <b>5800</b>		89%	1%	3%	2%	4%	0%	F	0.123	F	0.583	6400	F
	ombined Traffic Estimates for 2 Parallel Roadways			0070	170	070	270	470	070	•	0.123	F	0.583	NA	
	To-	Ramp from I-664;		10							0.120		0.000	107	
13 (460) Military Highway	City of Chesapeake	2.44 <b>7700</b>		89%	1%	3%	2%	4%	0%	С	0.136	F	0.608	8400	
13)(400)	Too	I-64													
13) (460) Military Highway	City of Chesapeake	1.37 17000	) F	98%	0%	1%	1%	0%	0%	F	0.112	F	0.541	18000	
13) (400)	Tool	US 17 George Was							***		••••	-			
13 (460 Military Highway	City of Chesapeake	1.01 <b>1900</b>		98%	0%	1%	1%	0%	0%	F	0.118	F	0.533	21000	
13) (400)	Tool				0,0		.,0	0,0	0,0	•	01110	•	0.000	2.000	
13 (460 Military Highway	City of Chesapeake	SR 196 Car 2.20 <b>3100</b> 0		98%	0%	1%	1%	0%	0%	С	0.129	Α	0.526	35000	
13) (460)	Tro			0070		.,,	170	070	070	Ū	0.120	,,	0.020	00000	
13 Military Highway	City of Chesapeake	SR 166 Bainbri 0.31 <b>2900</b> 0		98%	0%	1%	1%	0%	0%	F	0.099	F	0.535	32000	
13 Military Highway	- Total of the superior			3070	070		170	070	070	•	0.000	•	0.000	02000	
13 Military Highway	City of Chesapeake	0.78 <b>2900</b>	) F	98%	0%	1%	1%	0%	0%	F	0.102	F	0.57	32000	
13 Military Highway	City of Chesapeake			90 /6	076	1 /0	1 /0	076	0 /0	-	0.102	-	0.57	32000	
Military Highway	City of Changes	Campostell 0.65 <b>2800</b> 0		98%	0%	1%	1%	0%	0%	F	0.096	F	0.552	30000	
13) Military Highway	City of Chesapeake			90%	0%	170	1 70	0%	0%	Г	0.096	Г	0.552	30000	
NAUGama I II alaman	To:	SR 168 Battlef		070/	40/	40/	40/	40/	00/	F	0.400		0.500	22000	
13) Military Highway	City of Chesapeake	0.72 <b>3000</b> 0	) F	97%	1%	1% ——	1%	1%	0%	Г	0.103	F	0.562	33000	
	Ta- From:	Allison		070/	40/		40/	407	201		0.404		0.550	00000	
13 Military Highway	City of Chesapeake	0.41 <b>3000</b> 0	) F	97%	1%	1%	1%	1%	0%	С	0.104	F	0.558	33000	ļ
~	To- From:	Greenbrier				<u> </u>									
13) Military Highway	City of Chesapeake	1.67 <b>3200</b> 0		97%	0%	1%	0%	1%	0%	F	0.097	F	0.519	35000	
	T	SCL Virginia													
Coorgo Woohington Huay	City of Changenooks	North Carolina 3 3.58 <b>1100</b> 0		93%	0%	1%	1%	4%	0%	С	0.101	Α	0.649	11000	
George Washington Hwy	City of Chesapeake			93%	0%	170	1 70	470	0%	C	0.101	А	0.049	11000	
Coorgo Wookington Live	City of Change	131-8796 Balla		000/	00/		40/	407	00/	F	0.070		0.640	10000	
George Washington Hwy	City of Chesapeake	6.71 <b>1200</b> 0	-	93%	0%	1%	1%	4%	0%	۲	0.078	F	0.648	12000	-
~~	To: From:	BUS US 17 George W		_	201		00/	00/	201		0.070		0.000	10000	
17 Dominion Blvd	City of Chesapeake	3.86 <b>9700</b>	F	95%	0%	1%	2%	3%	0%	F	0.076	F	0.620	10000	l
~ ·	To: From:	SR 165 Ced													
17 Dominion Blvd	City of Chesapeake	0.94 <b>2800</b> 0		95%	0%	1%	2%	3%	0%	С	0.089	Α	0.642	30000	-
<u>~</u>	То:	SR 166 Bainbri	dge Blvd												

# 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			or Chesar					Tru	ıck			V		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	04-1-				QC	K	QK		AAWDT	QW
	lien.	an .		D1 1			2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
17 Dominion Blvd	City of Chesar		66 Bainbridg <b>26000</b>	e Blvd <b>F</b>	95%	0%	1%	2%	3%	0%	F	0.073	F	0.625	27000	F
[17] Dominion Blvd	City of Criesa				95%	0%	1 70	270	370	0%	Г	0.073	Г	0.023	27000	Г
~	Ta: From:		0 Great Brid										_			
17	City of Chesar	peake 0.28	39000	F	95%	0%	1%	2%	3%	0%	F	0.082	F	0.715	42000	F
	To: From:	SR 168	Oak Grove O	Connecto												
(17) (464)	City of Chesapeake	` '			5	See I-46	64 for dir	ectional	traffic v	olume es	stimate	es for this	segr	nent.		
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	51000	G	95%	0%	1%	1%	2%	0%	F	NA			58000	G
	To:		I-64													
$\bigcirc$	City of Change also	(Mainte C4) 4 24	I-464			C I C	4 for aline	4: 1 4			·:	- f 4h:-		1		
[17] [64]	City of Chesapeake	,		_								s for this	segn	ient.	00000	•
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	86000	G	91%	1%	1%	1%	6%	0%	F	NA			90000	G
~	To: From:		I-64													
(17) George Washington Hwy	y City of Chesar	peake 0.90	24000	F	96%	1%	1%	1%	1%	0%	F	0.085	F	0.511	24000	F
<u> </u>	To: From:	US 13;	US 460 Mili	tary Hw	y		_									
(17) George Washington Hwy	y City of Chesar	peake 1.00	16000	F	96%	1%	1%	1%	1%	0%	С	0.082	F	0.599	16000	F
$\bigcirc$	Tax	9	R 196 Canal	Rd												
(17) George Washington Hwy	Y City of Chesar		28000	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.611	28000	F
17)	To:		CL Portsmo	uth				.,.	.,.	-,-	-		-			-
	From:	V	/CL Portsmo	uth												
17 Western Branch Blvd	City of Chesap	peake 0.69	22000	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.522	23000	F
$\overline{}$	To:	131-8	524 Churchla	nd Blvd			<u> </u>									
(17)	City of Chesar		23000	F	99%	0%	0%	0%	0%	0%	С	0.098	Α	0.536	23000	F
	To:		ECL Suffol	k												
Bus	From:	US	17 Dominion	Blvd												
George Washington Hwy	y City of Chesap		4000	F	93%	0%	1%	1%	4%	0%	F	0.103	F	0.706	4100	F
	To:		D 165 C 1	D 1												
Bus	From		R 165 Cedar													
(17) George Washington Hwy	y City of Chesar	peake 1.19	25000	F	93%	0%	1%	1%	4%	0%	F	0.076	F	0.534	25000	F
<u> </u>	To:		I-64													
	From:		ECL Suffol	k												
58 13 460 Military High	nway City of Chesapeake	(Maint: 64) 2.41	67000	Α	92%	0%	1%	1%	7%	0%	С	0.094	Α	0.574	69000	Α
$\bigcirc$	To:		I-664				<u> </u>									
(58) (13) (460)	City of Chesapeake	(Maint: 64) 0.64	8100	N	96%	1%	1%	0%	1%	0%	Ν	0.091	Ν	0.552	8900	Ν
	To:	SR 191 Jolliff	DA: HC 12 N	Militory L	Fightyov.											
ALT	From:															
(58) (460) Airline Blvd	City of Chesar		8100	F	96%	1%	1%	0%	1%	0%	С	0.091	F	0.552	8900	F
~ ~	То:	V	/CL Portsmo	uth												
East	From:		CL Virginia E													
East 64	City of Chesapeake		65000	F	96%	0%	0%	1%	2%	0%	F	0.094	В		64000	F
	Combined Traffic Estimates for 2 Paralle	A Poadwaye on this Poute	134000	G	97%	0%	0%	1%	2%	0%	F	NA			133000	G
<b>O</b>	Combined Hamic Estimates for 2 Paralle	Troadways of this reduce	. 13-100		01 70	070	070	1 /0	2/0	0 /6		INA			133000	G

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# 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
ast	From:		enbrier Parkw													
64)	City of Chesapeake (Ma	,	56000	F	96%	0%	0%	1%	2%	0%	F	0.084	F		59000	F
	Combined Traffic Estimates for 2 Parallel R	loadways on this Route:	115000	F	97%	0%	0%	1%	2%	0%	F	0.077	F	0.517	118000	
ast	Tre- From:	SR 168	8 Battlefield	Blvd												
ast 64)	City of Chesapeake (Ma	laint: 64) 1.22	54000	F	96%	0%	0%	1%	2%	0%	F	0.08	F		56000	
	Combined Traffic Estimates for 2 Parallel R	coadways on this Route:	105000	F	97%	0%	0%	1%	2%	0%	F	0.075	F	0.548	107000	
ast	Tas From:		I-464				$\Box$ $\vdash$									_
17	City of Chesapeake (Ma	laint: 64) 4.31	41000	G	91%	1%	1%	1%	6%	0%	F	0.090	F		44000	
9 (1)	Combined Traffic Estimates for 2 Parallel R	•		G	91%	1%	1%	1%	6%	0%	F	NA			90000	
	Ta	US 17 Ged	orge Washing	ton Hv	vy		$\neg$ $\vdash$									
st	City of Chesapeake (Ma		36000	G	91%	1%	1%	1%	6%	0%	F	0.088	F		38000	
+)	Combined Traffic Estimates for 2 Parallel R	•		G	91%	1%	1%	1%	6%	0%	F	NA	•		75000	
	To-	<u> </u>	460 Military			.,,		. , ,	0,0	0,0	•					
st 1	From: L					40/	10/	40/	60/	00/	_	0.000	В		20000	
4)	City of Chesapeake (Ma Combined Traffic Estimates for 2 Parallel R	,	38000	F F	91%	1% 1%	1%	1%	6% 6%	0%	C	0.098 0.081	B F	0.523	38000	
	Combined Hamic Estimates for 2 Parallel K	•	I-264, I-664	Г	91%	170	1%	1%	070	0%	C	0.061	Г	0.525	72000	
est	From:		Virginia Be	ach			İ									_
	City of Chesapeake (Ma		69000	G	97%	0%	0%	1%	2%	0%	F	0.080	F		69000	
)	Combined Traffic Estimates for 2 Parallel R	loadways on this Route:	134000	G	97%	0%	0%	1%	2%	0%	F	NA			133000	
ot.	To- From:	Gree	enbrier Parkw	ay.			$\Box$ $\vdash$									
est 4	City of Chesapeake (Ma	laint: 64) 1.78	59000	F	97%	0%	0%	1%	2%	0%	F	0.084	F		59000	
<del>'</del> )	Combined Traffic Estimates for 2 Parallel R	,		F	97%	0%	0%	1%	2%	0%	F	0.077	F	0.517	118000	
	Too	<u> </u>	8 Battlefield													
est	City of Chesapeake (Ma		51000	N	97%	0%	0%	1%	2%	0%	N	0.084	N		51000	
4 (168)	Combined Traffic Estimates for 2 Parallel R	,		N	97%	0%	0%	1%	2%	0%	N	NA	IN		107000	
	To:	oddways on this reduce.	US 17	- 11	31 70	070	70	1 70	270	070	14	INA			107000	
est	From:		8 Battlefield													
4	City of Chesapeake (Ma	,	51000	F	97%	0%	0%	1%	2%	0%	F	0.084	F		51000	
	Combined Traffic Estimates for 2 Parallel R	loadways on this Route:	105000	F	97%	0%	0%	1%	2%	0%	F	0.075	F	0.548	107000	
est	To- From:		I-464													_
4) (17)	City of Chesapeake (Ma	laint: 64) 0.41	39000	G	91%	1%	1%	1%	6%	0%	F	0.09	F		39000	
	Combined Traffic Estimates for 2 Parallel R	loadways on this Route:	80000	G	91%	1%	1%	1%	6%	0%	F	NA			84000	
est	To- From:	SR 190	Great Bridge	Blvd												
17	City of Chesapeake (Ma	laint: 64) 3.86	46000	G	91%	1%	1%	1%	6%	0%	F	0.088	F		46000	
	Combined Traffic Estimates for 2 Parallel R	,	86000	G	91%	1%	1%	1%	6%	0%	F	NA			90000	
	To:	US 17 Ger	orge Washing	ton Hv	vy											

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# 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

									Tru	ck			K		Dir		
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QV
Vest	From:	(1.1		orge Washir		-	401		407			_		_			
64)	City of Chesapeake (	•	1.86	37000	G	91%	1%	1%	1%	6%	0%	F	0.094	F		37000	G
	Combined Traffic Estimates for 2 Parallel	l Roadways on th	is Route:	73000	G	91%	1%	1%	1%	6%	0%	F	NA			75000	G
est	To- From:		US 13, L	JS 460 Milit	tary Hwy	1											
64)	City of Chesapeake (	(Maint: 64)	1.65	35000	F	91%	1%	1%	1%	6%	0%	С	0.089	F		34000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on th	is Route:	73000	F	91%	1%	1%	1%	6%	0%	С	0.081	F	0.523	72000	F
	То:		,	I-264, I-664													
_	From:		BUS US 17	George Was	hington	Hwy											
65)Cedar Rd	City of Chesape	eake	2.40	12000	F	96%	1%	1%	1%	0%	0%	С	0.106	F	0.514	13000	F
<u> </u>	To:			West Rd													
65 Cedar Rd	City of Chesape	eake	1.29	12000	F	96%	1%	1%	1%	0%	0%	F	0.106	F	0.579	14000	F
<u> </u>	Tax		US 17: SE	R 104 Domi	nion Blv	d		$ \vdash$									
65) Cedar Rd	City of Chesape	eake	0.28	24000	F	97%	1%	1%	1%	1%	0%	С	0.085	F	0.521	26000	F
<u> </u>	Tax		Bell	s Mill Rd V	Vest												
Cedar Rd	City of Chesape	eake	2.01	25000	F	97%	1%	1%	1%	1%	0%	F	0.097	F	0.566	27000	F
99	To		131 870	8 Bells Mill	Dd Fact												
65) Cedar Rd	From: L City of Chesape	eake	1.73	25000	F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.559	27000	-
65) 5544. 114	To:					0.70	.,,		. , 0	.,0	0,0	•	0.000	•	0.000	2.000	
Bus	From			168 Battlefi													
65 168 Battlefield Blvd	City of Chesape	eake	0.26	32000	F	96%	1%	2%	1%	1%	0%	С	0.078	F	0.565	35000	F
	To: From:		BUS SR	168 Battlefi													
Mt Pleasant Rd	City of Chesape	eake	0.75	18000	F	96%	1%	1%	1%	1%	0%	F	0.101	F	0.581	20000	F
<u> </u>	Tax From:		SR 168	Great Bridge	e Bypass												
Mt Pleasant Rd	City of Chesape	eake	2.57	17000	F	96%	1%	1%	1%	1%	0%	С	0.101	F	0.502	19000	F
<u> </u>	To:		131-86	6 Centervill	e Tpke												
65) Mt Pleasant Rd	City of Chesape	eake	4.53	9900	F	96%	0%	2%	1%	1%	0%	С	0.106	F	0.519	11000	ı
9	Tax		131-8667	Fentress Ai	irfield R	1											
Mt Pleasant Rd	City of Chesape	eake	0.91	9800	F	96%	0%	2%	1%	1%	0%	F	0.12	F	0.610	11000	F
00)	To		WCI	. Virginia B	each												
	From:		US 17: SI	R 104 Domi	nion Blv	d		1									
Bainbridge Blvd	City of Chesape	eake	2.05	4500	F	90%	1%	2%	3%	4%	0%	F	0.118	F	0.703	5200	ı
9	To:		SR 190	Great Bridg	e Blvd												
66 Bainbridge Blvd	From: L City of Chesape	eake	0.69	8000	F	90%	1%	2%	3%	4%	0%	С	0.095	F	0.511	9200	F
00) 10 10 10 10 10 10 10 10 10 10 10 10 10		-															
166)(460)Bainbridge Blvd	From:L City of Chesape	neake	0.74	13 Military 1 10000	Hwy <b>F</b>	96%	0%	1%	1%	2%	0%	F	0.097	F	0.505	11000	
100 (400) Ballibridge Blvd	Only of Officeape	·oako				JU /0	0 /0	1 70	1 /0	2/0	070	'	5.057	'	0.505	11000	'
Dainbridge Divi	To:			reeman Ave		000/	00/		40/	20/	00/	_	0.000	_	0.500	40000	
166)(460)Bainbridge Blvd	City of Chesape	eake	1.25	11000	F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.526	12000	F

# 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			f Chesapeake				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Ch	esapeake Dr												
166)(460) Bainbridge Blvd	City of Chesapeake	0.81	8300 F	96%	0%	1%	1%	2%	0%	С	0.085	F	0.558	9100	F
	To:		7 Poindexter St												
Deinderten Of	City of Olyana and an alexander		inbridge Blvd	050/	40/	40/	40/	007	00/	_	0.004	_	0.040	0700	_
166 460 Poindexter St	City of Chesapeake	0.56	8800 F	95%	1%	1%	1%	2%	0%	С	0.091	F	0.618	9700	F
	To: From:	]	Liberty St												
166 (460) 22nd Street	City of Chesapeake	0.39	5800 F	95%	1%	1%	1%	2%	0%	F	0.108	F	0.696	6400	F
	To:	SO	CL Norfolk												
	From:		Carolina State Line												
168 Battlefield Blvd	City of Chesapeake	1.79	23000 A	96%	0%	1%	2%	1%	0%	С	0.168	Α	0.570	21000	Α
<u> </u>	Toc From:	Bus SR 168 Batt	tlefield Blvd; Gall	oush Rd											
168 Chesapeake Expressway	City of Chesapeake (Maint: To	OL) 2.92	10000 F	96%	0%	1%	2%	1%	0%	F	0.087	F	0.781	9300	F
$\smile$	Tou	Bus SR 168 Battlefie	ld Blyd: Near Indi	an Creek R	d	$\neg$ $\vdash$									
168 Chesapeake Expressway	City of Chesapeake (Maint: To		10000 F	96%	0%	1%	2%	1%	0%	F	0.087	F	0.771	9200	F
1.00	Too		11 + DI												
168 Chesapeake Expressway	City of Chesapeake (Maint: TO		llcrest Pkwy 27000 F	96%	0%	1%	2%	1%	0%	F	0.090	F	0.605	25000	F
168) Onesapeane Expressivay	Oity of Offesapeake (Waint: 1	<u>,                                      </u>		3070	070	170	270	1 /0	070	•	0.000	•	0.000	25000	•
	From:		nd Toll Road	000/	00/		00/	407	201	_	0.000	_	0.005	05000	
168 Great Bridge Bypass	City of Chesapeake	1.76	27000 F	96%	0%	1%	2%	1%	0%	F	0.090	F	0.605	25000	F
	To- From:		68 Battlefield Blv												
168 Great Bridge Bypass	City of Chesapeake	0.20	24000 F	96%	0%	1%	2%	1%	0%	F	0.082	F	0.557	22000	F
<u> </u>	To: From:	Н	Hanbury Rd												
168 Great Bridge Bypass	City of Chesapeake	1.50	41000 F	96%	0%	1%	2%	1%	0%	F	0.091	F	0.764	38000	F
	To-	SR 165	5 Mt Pleasant Rd			$\neg$ $\vdash$									
168 Great Bridge Bypass	City of Chesapeake	2.49	65000 F	96%	0%	1%	2%	1%	0%	F	0.089	F	0.68	60000	F
3 71	Too	Due CD 1	68 Battlefield Blvd	1											
168 Oak Grove Connector	From: City of Chesapeake	1.82	60000 F	96%	0%	1%	2%	1%	0%	F	0.084	F	0.683	55000	F
168) Gait Glove Collineater	City of Officeapeare	1.02		3070	070		270	170	070	•	0.004	•	0.000	00000	•
	City of Change and America	24) 0.00	I-64		C I C	4 6 2 2 2 1 2				4:4-			4		
168 64	City of Chesapeake (Maint: 6		405000 N								s for this	segn	ient.	407000	
	Combined Traffic Estimates for 2 Parallel Roadwa	,	<b>105000 N</b> -64; US 17	97%	0%	0%	1%	2%	0%	N	NA			107000	N
	From:	1	I-64												
168 Battlefield Blvd	City of Chesapeake	0.82	40000 A	96%	0%	1%	1%	2%	0%	С	0.114	Α	0.557	43000	Α
	To	IIC 1	3 Military Hwy												
168 Battlefield Blvd	City of Chesapeake	0.47	23000 F	96%	0%	1%	1%	2%	0%	F	0.083	F	0.564	25000	F
100 Battlefield Biva				5570	070	- 70	1 /0	270	070	•	0.000	•	3.00-₹	20000	•
Adamtia A	City of Change		mpostella Rd	000/	00/	40/	40/	20/	00/		0.000		0.044	47000	
168 Atlantic Ave	City of Chesapeake	0.42	16000 F	96%	0%	1%	1%	2%	0%	F	0.098	F	0.644	17000	F
	To: From:		ovidence Rd												
168 Atlantic Ave	City of Chesapeake	1.16	19000 F	96%	0%	1%	1%	2%	0%	F	0.095	F	0.612	20000	F
$\sim$	То:	Old A	Atlantic Avenue												

# 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

		City of Chesapeake				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q\
	From:	Old Atlantic Avenue												
168 Atlantic Ave	City of Chesapeake	0.39 <b>12000 F</b>	96%	0%	1%	1%	2%	0%	F	0.097	F	0.717	13000	F
	To- From:	SR 246 Liberty Rd												
168	City of Chesapeake	0.35 <b>20000 F</b>	96%	0%	1%	1%	2%	0%	F	0.095	F	0.651	21000	F
		SCL Norfolk												
Bus 168) Battlefield Blvd	City of Chesapeake	SR 168 Chesapeake Expressway; Battle 2.70 12000 F	96%	0%	1%	2%	1%	0%	F	0.089	F	0.622	14000	F
168) Battiericia Biva	To.		0070	070		270	170	070	•	0.000	•	0.022	14000	
Bus	From:	Indian Creek Rd												
Battlefield Blvd	City of Chesapeake	1.55 <b>15000 F</b>	96%	0%	1%	2%	1%	0%	F	0.089	F	0.578	17000	F
Bus	To- From:	Centerville Tpke												
Battlefield Blvd	City of Chesapeake	3.78 <b>17000 F</b>	96%	0%	1%	2%	1%	0%	F	0.1	F	0.517	19000	ı
$\smile$	To- From:	Great Bridge Bypass			$\neg$									
Bus 168) Battlefield Blvd	City of Chesapeake	0.28 <b>7700 F</b>	96%	1%	2%	1%	1%	0%	F	0.099	F	0.503	8400	
108)	To:	131-8802 Hanbury Rd				.,,	.,,							
Bus	From:	•	000/	40/	201	407	407	00/	_	0.000	_	0.500	10000	
Battlefield Blvd	City of Chesapeake	1.70 <b>15000 F</b>	96%	1%	2%	1%	1%	0%	F	0.083	F	0.533	16000	
Bus	To- From:	SR 165 S, Mount Pleasant Rd, Johnst	own Rd											
168 165 Battlefield Blvd	City of Chesapeake	0.26 <b>32000 F</b>	96%	1%	2%	1%	1%	0%	С	0.078	F	0.565	35000	I
Bus	To- From:	SR 165 North; Cedar Road												
168 Battlefield Blvd	City of Chesapeake	1.24 <b>34000 F</b>	96%	1%	2%	1%	1%	0%	F	0.081	F	0.627	37000	-
$\smile$	To	SR 190 Great Bridge Blvd												
Bus 168)Battlefield Blvd	City of Chesapeake	0.17 <b>36000 F</b>	96%	1%	2%	1%	1%	0%	F	0.086	F	0.522	39000	ı
168 Battlefield Blvd	City of Chesapeake		90 /0	1 /0	2 /0	1 /0	1 /0	0 /0	-	0.000		0.322	39000	
Bus	From:	SR 168 Great Bridge Bypass												
168 Battlefield Blvd	City of Chesapeake	2.72 <b>45000 F</b>	96%	1%	2%	1%	1%	0%	F	0.084	F	0.615	49000	I
	Francisco	I-64; SR 168												
190 Great Bridge Blvd	City of Chesapeake	SR 166 Bainbridge Blvd 0.83 <b>5100 F</b>	86%	2%	2%	7%	3%	0%	С	0.098	F	0.521	5600	ı
190) Great Bridge Biva	Oity of Officsapeare		0070	270	270	7 70	370	070	O	0.000	'	0.021	3000	
190) Great Bridge Blvd	City of Chesapeake	131-8763 Campostella Rd 0.30 <b>9800 F</b>	86%	2%	2%	7%	3%	0%	F	0.092	F	0.562	11000	
190) Great Bridge Brid	To.		0070	270		1 70	070	070	•	0.002	•	0.002	11000	
190) Great Bridge Blvd	City of Chesapeake	I-64 0.26 <b>13000 F</b>	96%	1%	1%	1%	0%	0%	F	0.091	F	0.555	14000	
1907 2	The Tay	US 17; SR 104 Dominion Blvd		.,,		.,,	0,0	0,0	•	0.001	•			
190) Great Bridge Blvd	City of Chesapeake	2.34 <b>12000 F</b>	96%	1%	1%	1%	0%	0%	С	0.101	F	0.619	13000	F
1907	To:	Bus SR 168 Battlefield Blvd	/-			.,,								
190 Kempsville Rd	City of Chesapeake	0.48 <b>23000</b> F	97%	0%	1%	1%	0%	0%	F	0.096	F	0.615	26000	F
130)	To:	Clearfield Ave	3.70	0,0	Ť	. 70	0,0	0,0	•	5.555	•	3.0.0	20000	

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# 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	- Q\
Norman illa Dal	From:		learfield Ave		070/	00/	40/	40/	00/	00/	_	0.000	_	0.500	00000	_
Kempsville Rd	City of Chesapea	ake 0.81	26000	F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.533	29000	F
	Tro- From:		eenbrier Pkwy													
Kempsville Rd	City of Chesapea	ake 1.81	17000	F	99%	0%	0%	0%	0%	0%	F	0.100	F	0.514	18000	F
$\overline{}$	To- From:		Volvo Pkwy													
Kempsville Rd	City of Chesapea		30000	F	99%	0%	0%	0%	0%	0%	F	0.099	F	0.568	33000	I
	10:		. Virginia Bea				_									
$\neg \sim \sim$	From:		1, S Military I	_	000/	40/	20/	20/	407	00/	_	0.400	_	0.507	7400	
91 (13) (460)	City of Chesapea		6800 RLINE BLVI	F	89%	1%	3%	2%	4%	0%	F	0.108	F	0.587	7400	
	From:		58 Airline Bly													
91) Jolliff Rd	City of Chesapea	ake 2.22	2900	F	96%	1%	2%	1%	0%	0%	С	0.152	F	0.710	3100	
<u> </u>	Too	Do	ck Landing Ro	d												
91) Joliff Rd	City of Chesapea		2800	F	98%	0%	1%	0%	0%	0%	С	0.118	F	0.521	3000	
91)	To:		7 Portsmouth	Blvd												
	From:	US	13 Military Hy	wy												
96) Canal Dr	City of Chesapea		13000	F	97%	0%	1%	1%	0%	0%	С	0.104	F	0.572	15000	
<u> </u>	To:	US 17 Geo	orge Washingt	ton Hwy	7											
	From:		US 460													
Liberty St	City of Chesapea	ake 0.39	8800	F	96%	1%	1%	1%	2%	0%	С	0.086	F	0.518	9600	
<i></i>	To:	I	atham Street													
46 Liberty St	City of Chesapea		5800	F	96%	1%	1%	1%	2%	0%	F	0.09	F	0.501	6300	
<u> </u>	To:	SR 16	8 Campostella	a Rd												
ast	From:		I-64; I-664				T I									
<u>ast</u> <u>64</u> )	City of Chesapeake (M	faint: 64) 1.10	25000	G	95%	0%	1%	1%	3%	0%	F	0.125	F		27000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	51000	G	95%	0%	1%	1%	3%	0%	F	NA			55000	
	То:	Wo	CL Portsmout	h												
/est	From:		I-64; I-664													
264)	City of Chesapeake (M	faint: 64) 1.17	26000	G	95%	0%	0%	1%	3%	0%	F	0.117	F		28000	
	Combined Traffic Estimates for 2 Parallel R			G	95%	0%	1%	1%	3%	0%	F	NA			55000	
	To		CL Portsmout	h												
	From:		ECL Suffolk								_		_			
Portsmouth Blvd	City of Chesapea	ake 0.72	13000	F	95%	1%	1%	2%	2%	0%	С	0.083	F	0.553	14000	
<u></u>	Ta- From:		191 Joliff Ro													
Portsmouth Blvd	City of Chesapea	ake 0.68	17000	F	95%	1%	1%	2%	2%	0%	F	0.078	F	0.545	18000	
<u> </u>	To- From:		I-664				$\neg$ $\vdash$									
Portsmouth Blvd	City of Chesapea	ake 0.60	35000	F	98%	0%	1%	0%	1%	0%	F	0.083	F	0.546	39000	
$\mathcal{L}$	To	Car	ori Circle Wes	st												
Portsmouth Blvd	From: L City of Chesapea		25000	F	98%	0%	1%	0%	1%	0%	С	0.083	F	0.509	27000	
501 / · · · · · · · · · · · · · · · · · ·	To:	2.37	Taylor Rd	-	/-	- / 0	. , ,		. , .	- / 0	_		-			

# 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

5 /		1 2		4.7.			Tru	ıck		- 00	K	01/	Dir	4 414/57	٥.
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:		Γaylor Rd												
Portsmouth Blvd	City of Chesapeake	0.24	31000 F	98%	0%	1%	0%	1%	0%	F	0.08	F	0.518	34000	F
	Tro- From:		k Landing Rd												
Portsmouth Blvd	City of Chesapeake		32000 F	98%	0%	1%	0%	1%	0%	F	0.084	F	0.543	35000	
	From:		L Portsmouth  L Portsmouth												
Jordan Bridge	City of Chesapeake (Maint: TOL)		7200 N	96%	1%	1%	0%	1%	0%	Ν	0.117	Ν	0.679	7900	ı
	Tay	Toll Aut	thority Boundary												
Poindexter Street	City of Chesapeake	0.11	7200 G	96%	1%	1%	0%	1%	0%	F	0.117	F	0.679	7900	(
	To:		I-464			<u> </u>									
Poindexter St	City of Chesapeake	0.56	12000 F	96%	1%	1%	0%	1%	0%	F	0.089	F	0.575	14000	
	To:		Bainbridge Blvd												
Daimhaidea Dhad	From:		); Poindexter St	000/	40/	40/	00/	40/	00/	F	0.007	_	0.000	2222	
Bainbridge Blvd	City of Chesapeake	0.74	2000 F	96%	1%	1%	0%	1%	0%	г	0.097	F	0.699	2200	
	Form														
07) Indian River Rd	City of Chesapeake		24000 F	98%	0%	1%	0%	1%	0%	F	0.089	F	0.561	26000	
)/ indian tive ita	Only of Officsapeance			3070	070	170	070	170	070	'	0.005	'	0.501	20000	
) Indian River Rd	City of Chesapeake		29000 F	98%	0%	1%	0%	1%	0%	С	0.083	F	0.523	31000	
)/ Indian River Ru	To:		Virginia Beach	90 /0	076	170	0 /6	1 /0	0 /6	C	0.003		0.525	31000	
	From:		CL Suffolk												
60 58 13 Military Highway	City of Chesapeake (Maint: 64)		67000 A	92%	0%	1%	1%	7%	0%	С	0.094	Α	0.574	69000	
00) (36) (13)	To The Table 1			0270	0,0	.,,	.,0	. , 0	0,0		0.00		0.0.	00000	
	City of Chesapeake (Maint: 64)	0.64	I-664 <b>8100</b> N	96%	1%	1%	0%	1%	0%	N	0.091	N	0.552	8900	
60 (58) (13)	City of Chesapeake (Maint. 04)			30 70	1 70	1 70	070	1 70	070	14	0.031	14	0.552	0300	
	City of Change		58; SR 191 <b>6800 F</b>	900/	10/	20/	20/	40/	00/	F	0.100	F	0.507	7400	
50 (13) (191)	City of Chesapeake	0.18		89%	1%	3%	2%	4%	0%	Г	0.108	Г	0.587	7400	
NATIONAL FOLLOWS	To- From:		, S Military Hwy	000/	40/		00/	407	00/		0.400	_	0.500	0.400	
60 (13) Military Highway	City of Chesapeake	0.45	5800 F	89%	1%	3%	2%	4%	0%	F	0.123	F	0.583	6400	
	Combined Traffic Estimates for 2 Parallel Roadways		5800 F								0.123	F	0.583	NA	
~~~	To: From:		Ailitary Hwy									_			
60 (13) Military Highway	City of Chesapeake	2.44	7700 F	89%	1%	3%	2%	4%	0%	С	0.136	F	0.608	8400	
~ ~	To: From:		I-64												
60 } { 13 } Military Highway	City of Chesapeake	1.37	17000 F	98%	0%	1%	1%	0%	0%	F	0.112	F	0.541	18000	
	Ta: From:	US 17 Geor	rge Washington Hy	vy											
60 (13) Military Highway	City of Chesapeake	1.01	19000 F	98%	0%	1%	1%	0%	0%	F	0.118	F	0.533	21000	
	To:	SR 1	196 Canal Dr												
60 (13) Military Highway	City of Chesapeake		31000 A	98%	0%	1%	1%	0%	0%	С	0.129	Α	0.526	35000	
	To:		ilitary Hwy												
~	From:		Military Hwy							_					
60 166 Bainbridge Blvd	City of Chesapeake		10000 F	96%	0%	1%	1%	2%	0%	F	0.097	F	0.505	11000	
~ ~	To:	Fre	eeman Ave												

2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

		City C	of Chesape	еаке												
Route	Jurisdiction	Lenath	AADT	QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	. O
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:		Freeman Ave		000/	201		407	00/	00/	_	0.000	_	0.500	40000	
460 166 Bainbridge Blvd	City of Chesapeake	1.25	11000	F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.526	12000	ı
	To- From:		nesapeake Av	/e												
460 (166) Bainbridge Blvd	City of Chesapeake	0.81	8300	F	96%	0%	1%	1%	2%	0%	С	0.085	F	0.558	9100	
\sim	To:		37 Poindexte													
Paintena O	Prom:		ninbridge Blv		050/	40/		40/	00/	00/	_	0.004	_	0.040	0700	
460 166 Poindexter St	City of Chesapeake	0.56	8800	F	95%	1%	1%	1%	2%	0%	С	0.091	F	0.618	9700	
<u> </u>	To: From:		Liberty St				 									
160 (166) 22nd Street	City of Chesapeake	0.39	5800	F	95%	1%	1%	1%	2%	0%	F	0.108	F	0.696	6400	
\sim	To:	S	SCL Norfolk													
ALT	From:		Joliff Rd													
460 58 Airline Blvd	City of Chesapeake	1.72	8100	F	96%	1%	1%	0%	1%	0%	С	0.091	F	0.552	8900	
	To:	Wo	CL Portsmou	ıth												
lorth	From:	U	S 17; SR 168	8												
464) (17)	City of Chesapeake (Main	nt: 64) 0.14	20000	G	95%	0%	1%	1%	2%	0%	F	0.129	F		23000	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	51000	G	95%	0%	1%	1%	2%	0%	F	NA			58000	
	To		I-64													
orth	From:															
164)	City of Chesapeake (Main	nt: 64) 0.64	27000	G	95%	0%	1%	1%	2%	0%	F	0.117	F		31000	
	Combined Traffic Estimates for 2 Parallel Road	adways on this Route:	49000	G	95%	0%	1%	1%	2%	0%	F	NA			56000	(
	Tay	US	13 Military H	łwy			_									
lorth	City of Chesapeake (Main	nt: 64) 1.06	25000	G	95%	0%	1%	1%	2%	0%	_	0.12	F		28000	(
464	• • •	•										-	Г			
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	45000	G	95%	0%	1%	1%	2%	0%	F	NA			52000	(
orth	To: From:	F	Freeman Ave	;												
464)	City of Chesapeake (Main	nt: 64) 1.89	24000	Α	95%	0%	1%	1%	2%	0%	С	0.157	Α		27000	
101/	Combined Traffic Estimates for 2 Parallel Roa	•	45000	Α	95%	0%	1%	1%	2%	0%	С	0.107	Α	0.734	51000	
	Tec				0070	0,0		.,0	_,,	0,0		0		00	0.000	
lorth	From:		37 Poindexte	er St												
464)	City of Chesapeake (Main	nt: 64) 0.76	25000	G	95%	0%	1%	1%	2%	0%	F	0.118	F		28000	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	46000	G	95%	0%	1%	1%	2%	0%	F	NA			52000	
	To:	S	SCL Norfolk													
outh	From:	U	S 17; SR 168	8												
17	City of Chesapeake (Main	nt: 64) 0.18	31000	G	95%	0%	1%	1%	2%	0%	F	0.104	F		35000	
	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	51000	G	95%	0%	1%	1%	2%	0%	F	NA			58000	
	Too		I-64													
outh	From:										_		_			
464)	City of Chesapeake (Main	•	22000	G	95%	0%	1%	1%	2%	0%	F	0.123	F		25000	(
\smile	Combined Traffic Estimates for 2 Parallel Roa	,		G	95%	0%	1%	1%	2%	0%	F	NA			56000	(
	To:	US	13 Military H	Iwy												

2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

		<u> </u>	JI CHESAL					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		13 Military l	Hwy												
464)	City of Chesapeake (Maint: 64) 0.84	21000	G	95%	0%	1%	1%	2%	0%	F	0.111	F		24000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	G	95%	0%	1%	1%	2%	0%	F	NA			52000	G
outh	To- From:	Fre	eeman Aven	ue												
464)	City of Chesapeake (Maint: 64) 2.01	21000	Α	95%	0%	1%	1%	2%	0%	С	0.137	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	Α	95%	0%	1%	1%	2%	0%	С	0.107	Α	0.734	51000	Α
o th	To: From:	C	ollector Roa	ıd			\Box									
outh 464)	City of Chesapeake (Maint: 64) 0.43	21000	G	95%	0%	1%	1%	2%	0%	F	0.112	F		24000	G
104)	Combined Traffic Estimates for 2 Parallel	'		G	95%	0%	1%	1%	2%	0%	F	NA			52000	G
	To:	•	SCL Norfolk	ζ												
ast	From:	V	WCL Suffoll	ζ.												
Hampton Roads Beltway	City of Chesapeake (•	35000	F	94%	0%	1%	1%	4%	0%	F	0.102	F		38000	F
	Combined Traffic Estimates for 2 Parallel			F	93%	0%	1%	1%	4%	0%	F	NA			78000	F
	_	East I-664 is	signed as	s Souti	h I-664											
ast	To: From:	64-63	59 Pughsvill	e Rd												
Hampton Roads Beltway	City of Chesapeake (Maint: 64) 2.02	38000	G	94%	0%	1%	1%	4%	0%	F	0.098	F		42000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	93%	0%	1%	1%	4%	0%	F	NA			83000	G
		East I-664 is	signed as	s Souti	h I-664											
ant	To: From:	SR 33'	7 Portsmout	h Blvd												
fast (64) Hampton Roads Beltway	City of Chesapeake (Maint: 64) 1.10	38000	G	94%	0%	1%	1%	4%	0%	F	0.095	F		42000	G
,	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	93%	0%	1%	1%	4%	0%	F	NA			84000	G
		East I-664 is	signed as	s South	h I-664											
	To:	64-663	Dock Landii	ng Road												
ast 64) Hampton Roads Beltway	City of Chesapeake (Maint: 64) 1.18	41000	G	94%	0%	1%	1%	4%	0%	F	0.100	F		44000	G
164) Hampton Roads Bertway	Combined Traffic Estimates for 2 Parallel	•		G	93%	0%	1%	1%	4%	0%	F	NA	•		90000	G
		East I-664 is				0,0	.,0	.,,	.,,	0,0	•				00000	Ū
	To:	US 13, US 58,														
ast	From:		50000			00/	10/	40/	40/	00/	_	0.004	F		E4000	_
Hampton Roads Beltway	City of Chesapeake (Combined Traffic Estimates for 2 Parallel	,		G G	94% 93%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F	0.094 NA	г		54000 113000	G G
	Combined Trainic Estimates for 2 Faraner	East I-664 is		_		076	170	170	470	0%	г	INA			113000	G
	To															
ast	From:	US 13, US 46														
Hampton Roads Beltway	City of Chesapeake (•	55000	G	94%	0%	1%	1%	4%	0%	F	0.108	F		60000	G
_	Combined Traffic Estimates for 2 Parallel	•		G	93%	0%	1%	1%	4%	0%	F	NA			119000	G
	T	East I-664 is		s Souti	n I-664											
	10"		I-64; I-264													

2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Route	Jurisdiction	Longth	AADT	QA	4Tire	Puo		Tru	ck		QC	K	QK	Dir	AAWDT	OW/
Route	Jurisdiction	Length	AADI	QA	41IIE	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
West	From:	,	VCL Suffoll	(
664 Hampton Roads Beltway	City of Chesapeake (Maint: 64)	0.62	37000	F	93%	0%	1%	1%	5%	0%	F	0.083	F		40000	F
	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	72000	F	93%	0%	1%	1%	4%	0%	F	NA			78000	F
	W	est I-664 is	s signed a	s Norti	h I-664											
West	To: From:	64-65	9 Pughsville	Road												
(664) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	2.10	38000	G	93%	0%	1%	1%	5%	0%	F	0.086	F		42000	G
004)	Combined Traffic Estimates for 2 Parallel Roadways on t	-		G	93%	0%	1%	1%	4%	0%	F	NA			83000	G
		est I-664 is		_		070	170	1,0	170	070	•	101			00000	Ū
	To		7 Portsmout													
West	From:	SK 33	/ Portsmouti	n Biva												
(664) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.03	39000	G	93%	0%	1%	1%	5%	0%	F	0.089	F		42000	G
	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	77000	G	93%	0%	1%	1%	4%	0%	F	NA			84000	G
	W	est I-664 is	s signed a	s Norti	h I-664											
· · ·	To:	Doc	k Landing R	oad												
West 664 Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.48	42000	G	93%	0%	1%	1%	5%	0%	F	0.093	F		46000	G
664) Hampton Rodds Bottway	Combined Traffic Estimates for 2 Parallel Roadways on t			G	93%	0%	1%	1%	4%	0%	F	NA	•		90000	G
	·	est I-664 is		_		070	170	1 70	770	070		INA			30000	O
			•													
West	From:	IS 13, US 58,	US 460 Mi	litary Hi	gnway											
664 Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.21	55000	G	93%	0%	1%	1%	5%	0%	F	0.087	F		59000	G
	Combined Traffic Estimates for 2 Parallel Roadways on t	his Route:	104000	G	93%	0%	1%	1%	4%	0%	F	NA			113000	G
	<i>W</i>	est I-664 is	s signed a	s Norti	h I-664											
	To:		I-64; I-264													

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake		From	.ī													
F144)	0.10	NA	<u> </u>				SR 168				NA			NA		
<u> </u>		To				D	ead End									
$\overline{}$	2.22	From				TINT	ERN DRIV	Е			٦.,					
=145)	0.06	NA				D	Pead End				NA T			NA		
		From	:				ead End									
F ₁₄₆ Technology Dr	0.05	NA									NA			NA		
<u> </u>		To			131-		oaun Ave; L	indale Dr								
Tennyson St	0.10	From NA				D	Dead End				 NA			NA		
Tennyson St	0.10	To	:			SR 190 G	reat Bridge	Blvd						INA		
		From					???									
F149)	0.06	NA									NA			NA		
		To	<u> </u>				Dead End									
(150)	0.34	From NA	<u> </u>			D	ead End				 NA			NA		
F150)	0.0 7	To	:				SR 166									
$\overline{}$		From		-		SOUTH	WAY STRE	EET								
7151	0.17	NA Tra					V-4E 1				NA			NA		
		From					Dead End									
Rotunda Ave	1.56	NA				US 13	Military Hv	vy			NA			NA		
<u> </u>		To From	_			WCL	Portsmouth	1								
Rotunda Ave	0.69	NA From									NA			NA		
<u> </u>		To				124-8540) Greenwoo	d Dr								
$\overline{}$	0.12	From NA				BUR	NS STREE	Γ			NIA			NA		
156	0.12	To	:			D	ead End				NA T			INA		
		From					SR 191									
336	0.19	NA									NA			NA		
<u> </u>		To					ead End									
Old Soldier Rd	0.47	From NA				D	Pead End				 NA			NA		
Old Soldier Rd	0.47	To	:			SR 19	91 Jolliff Ro	l						INA		
		From				SR 190 G	reat Bridge	Blvd								
Blake St	0.32	NA									NA			NA		
		To					Dead End									
Finck Lane	0.13	NA From				SR 190 G	reat Bridge	Blvd			 NA			NA		
-064) 1 111011 = 0.110	00	Te				D	Pead End									
		From				D	ead End									
F808)	0.06	NA					022110 50				NA			NA		
		From	1				923 US 58				 					
	0.65	NA Prom	<u> </u>			D	Pead End				 NA			NA		
<u> </u>		To	:				US 58									
$\widehat{}$		From				US 13 M	lilitary High	way								
Ridgeway Ave	0.46	NA					V-4E 1				NA			NA		
_		From	1				Dead End	****			+					
Snowden St	0.58		<u> </u>			US 58 M	mitary High	way			 NA			NA		
323) 5.15714611 51	<u> </u>	To				D	ead End									
_		From					chland Blvd									
1 Towne Point Rd	0.07	23000 Te	F	94%	3% 124-	2%	0%	1%	0%	F	0.09	F	0.535	25000	F	2005
Snowden St 1 Towne Point Rd	0.58	NA From 23000		94%		Chur 2%	chland Blvd	1%	0%	F	NA 	F	0.535	NA 25000	F	

						City or t	Chesapeake								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	1			ID 121	NG State I in a			-					
2 Backwoods Rd	0.73	1600	F	98%	0%	JB-131 1%	NC State Line 0% 0%	0%	С	0.104	F	0.912	1800	F	2005
2 Backwoods Rd	0.73	To		30 76	0 70		5 Ballahack Rd	070		0.104	'	0.912	1000	'	2003
		From	1				/ashington Hwy								
3 Douglas Rd	2.95	250	F	94%	3%	2%	0% 1%	0%	С	0.140	F	0.634	280	F	2005
3 Douglas Rd	2.55	To:	Ė	J+70	370		enefit Rd	070		0.140	•	0.004	200	•	2003
		From								_					
1 Indian Creek Rd	5.92	940	F	94%	2%	3%	efield Blvd 1% 1%	0%	С	0.094	F	0.563	1000	F	2005
4 Indian Creek Rd	5.52	340 To:	Ė	34 70	2 /0		rirginia Beach	070		0.034	'	0.303	1000		2005
		From													
Crosswava Blvd	0.22	12000	F	99%	0%	0%	1vo Pkwy 0% 0%	0%	С	0.095	F	0.520	13000	F	2005
5 Crossways Blvd	0.32	12000 To:		99%	0%		Way North	0%	C	0.095	Г	0.539	13000	Г	2005
			l												
Mandalia Di	0.00	From:	Ļ_	070/	40/		nbriar Pkwy	00/		0.004	_	0.700	00000	_	2005
6 Woodlake Dr	0.23	21000 To:	F	97%	1%	1%	0% 1%	0%	С	0.091	F	0.708	23000	F	2005
			1				eenbriar Pkwy								-
0140	0.40	From	<u> </u>	070/	407		odlake Dr	001			_	0.500	40000	_	0005
7 Old Greenbriar Rd	0.43	11000	F	97%	1%	1%	0% 1%	0%	С	0.085	F	0.526	12000	F	2005
		To- From:					itary Hwy			\Box					
7 Old Greenbriar	0.46	4600	F	96%	1%	2%	1% 1%	0%	F	0.085	F	0.587	5000	F	2005
$\overline{}$		To				Prov	ridence Rd								
		From				Ball	lahack Rd								
8 Bunch Walnuts Rd	3.01	860	F	96%	1%	2%	1% 1%	0%	С	0.092	F	0.624	940	F	2005
0		To				Ве	enefit Rd								
		From				WCI	Va Beach								
9 Paramont Ave	1.11	4900	F	98%	1%	1%	0% 0%	0%	С	0.097	F	0.53	5300	F	2005
9		To					itary Hwy								
		From:					enefit Rd								
(10) Sign Pine Rd	1.73	1900	F	96%	1%	2%	1% 1%	0%	С	0.097	F	0.781	2000	F	2005
10) 6.9	0	To:	<u> </u>	0070	.,,		efield Blvd	0,0			•	00.		•	_000
		From			CD 14		eld Blvd, Atlantic A	NO.							
(11) Campostella Rd	0.44	13000	F	96%	0%	1%	1% 2%	0%	F	0.089	F	0.520	14000	F	2005
(11) Campostella Rd	0.44	13000		30 70	0 70	1 /0	170 270	070		0.003	•	0.320	14000	'	2003
		To: From:	<u> </u>				Providence Rd								
(11) Campostella Rd	1.34	13000	F	96%	0%	1%	1% 2%	0%	F	0.085	F	0.543	14000	F	2005
<u> </u>		To			S	R 246 Libe	erty St; Border Rd								
		From				Westerr	n Branch Blvd								
(8524) Churchland Blvd	0.57	5500	F	99%	0%	0%	0% 0%	0%	С	0.084	F	0.516	6000	F	2005
<u> </u>		To				Town	ne Point Rd								
(8524) Churchland Blvd	0.09	15000	F	99%	0%	0%	0% 0%	0%	F	0.086	F	0.541	16000	F	2005
		To:					Portsmouth								
		From					1 Jolliff Rd								
8527 Dock Landing Rd	0.27	5500	F	99%	0%	0%	0% 0%	0%	F	0.095	F	0.553	6000	F	2005
B527 Dock Landing Rd	0.21	2000		5576	J /0			0 /0	•		•	0.000	0000	•	_000
O Best Living Bill	0.00	From:	<u> </u>	0001	407		I-664	001				0.500	0000	_	0005
(8527) Dock Landing Rd	0.89	6000	F	98%	1%	1%	0% 0%	0%	С	0.096	F	0.569	6600	F	2005
		To:				Eag	le Hill Dr								
8527) Dock Landing Rd	0.24	5800	F	98%	1%	1%	0% 0%	0%	F	0.094	F	0.540	6300	F	2005
$\overline{}$		To				D	evon Dr								
(8527) Dock Landing Rd	2.23	6500 From:	F	98%	1%	1%	0% 0%	0%	С	0.093	F	0.502	7100	F	2005
0021)	_ _	To:			. , 0		ortsmouth Blvd	2,0			•				_500
		From													
(8529) Pughsville Rd	0.84	8200	F	87%	0%	1%	3% 9%	0%	С	0.094	F	0.560	8900	F	2005
(8529) Pughsville Rd	0.04	0200		01 /0	0 /0			U /0		0.094	17	0.000	0900	Г	2000
		To: From:					I-664			_]					
(8529) Pughsville Rd	0.17	19000	F	98%	1%	1%	0% 0%	0%	С	0.09	F	0.596	21000	F	2005
$\overline{}$		To		·			30; Taylor Rd								
Toylor Dd	4.05	1 4000	Ļ	000/	40/		hsville Rd	00/		0.000	_	0.540	16000	_	2005
8529 Taylor Rd	1.65	14000	F	98%	1%	1%	0% 0%	0%	F	0.089	F	0.546	16000	F	2005
		To					US 17								

						City of (Chesape	eake								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	1			CD 227 D	, ,1	D1 1			-					
8530 Taylor Rd	1.70	22000	F	99%	0%	0%	ortsmouth 0%	0%	0%	С	0.091	F	0.506	24000	F	2005
8530) Taylor Rd	0.29	20000 To	F	99%	0%	0%	ruce Rd 0% Pughsvill	0% e Rd	0%	F	0.087	F	0.531	22000	F	2005
		From						e Ru			_					
Dunedin Dr	0.99	1500 _{To}	F	99%	0%	1%	nylor Rd 0% n Branch B	0% Slvd	0%	С	0.086	F	0.612	1700	F	2005
8532) Bruce Rd	1.54	From:	F	98%	1%	Та 1%	aylor Rd 0%	0%	0%	С	0.082	F	0.569	15000	F	2005
\bigcup		To					Neck Rd									
Tyre Neck Rd	1.26	12000	F	99%	0%	0%	0%	0%	0%	С	0.092	F	0.513	13000	F	2005
_		From	<u> </u>				Portsmou	in			+					
8547) Deep Creek Blvd	0.60	4300 To	F	98%	1%	1%	ust Lane 0% Portsmout	0%	0%	С	0.105	F	0.602	4700	F	2005
		From					JS 460	••			_					
8591) Liberty Street	0.40	4100 _{To}	F	87%	1%	2%	3% L Norfolk	7%	0%	F	0.080	F	0.542	4500	F	2005
		From				ECI	L Norfolk									
Berkley Ave	0.39	2500	F	98%	1%	1%	0% gfield Ave	0%	0%	С	0.083	F	0.618	2700	F	2005
		From				Bar	nk Street									
Rosemont Ave	0.13	570	F	80%	0%		1% Il Street	17%	0%	F	0.121	F	0.771	630	F	2005
Rosemont Ave	0.37	1200 To:	F	80%	0%	2%	Hill St 1% Bainbridge	17%	0%	С	0.095	F	0.81	1300	F	2005
		From					oridge Blv									
Chesapeake Dr	0.45	2600	F	99%	0%	1%	0% apeake Av	0%	0%	С	0.095	F	0.559	2900	F	2005
		From					Buell St				i					
8598 Freeman Ave	0.65	4000	F	60%	2%	3%	7%	28%	0%	С	0.086	F	0.535	4400	F	2005
8598) Freeman Ave	0.25	7600	F	60%	2%	3%	I-464 7%	28%	0%	F	0.075	F	0.639	8300	F	2005
00000	0.20	To		-070	_,0		oridge Blv		3,3	•		•	2.000		•	
8599) Cavalier Blvd	1.24	From:	F	87%	1%	Mil 2%	itary Hwy 3%	7%	0%	С	0.093	F	0.502	11000	F	2005
		To					Portsmout									
_		From				Mil	itary Hwy									
8601) Deep Creek Blvd	0.94	3100	F	97%	1%	1%	0%	0%	0%	С	0.101	F	0.714	3400	F	2005
		To: From:					ast Lane Creek Blv	vd.								
8601) Gust Lane	0.44	6100 _{To:}	F	99%	0%	1%	0%	0%	0%	С	0.107	F	0.552	6700	F	2005
			L				Portsmout				<u> </u>					
8602) Camelot Blvd	0.59	8400	F	98%	1%	1%	Galahad Di 0%	0%	0%	С	0.086	F	0.599	9200	F	2005
(8602) Camelot Blvd	0.32	4700	F	87%	1%	2%	Creek Blv 3%	7%	0%	F	0.093	F	0.637	5200	F	2005
$\overline{}$		To				George W	ashington	Hwy								
8604) Galberry Rd	2.41	2300	F	97%	1%	Mil 1%	itary Hwy 0%	0%	0%	С	0.136	F	0.735	2500	F	2005
		To			U:	S 17 Georg	e Washing	gton Hwy								
Shell Rd	0.87	4900 To:	F	99%	0%	1%	0% rman St	0%	0%	F	0.134	F	0.584	5400	F	2005
											•					

						City Oi	Chesape	аке								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
Ohall Dal	0.04	From		070/	40/		irman St		-00/		0.110	_	0.050	E400	_	2005
Shell Rd	0.81	4600	F	97%	1%	1%	0%	0%	0%	С	0.118	F	0.652	5100	F	2005
$\overline{}$		To From					Canal Dr									
8604) Shell Rd	1.12	2800	<u>_F</u>	99%	0%	1%	0%	0%	0%	F	0.119	F	0.660	3100	F	2005
<u> </u>		To	1—			Mi	litary Hwy									
<u> </u>		From				S	Shell Rd									
(8605) Canal Dr Ext	0.51	5100	F	98%	1%	1%	0%	0%	0%	С	0.1	F	0.559	5500	F	2005
<u> </u>		To	<u> </u>			Mi	litary Hwy									
_		From				Bain	bridge Blv	d								
8622) Portlock Rd	0.89	4500	F	97%	1%	1%	0%	0%	0%	С	0.096	F	0.519	4900	F	2005
\bigcirc		To	:			Can	postella Ro	1								
		From	c			Pro	vidence Rd									
8635) Dunbarton Rd	0.06	2600	F	99%	0%	0%	0%	0%	0%	F	0.082	F	0.632	2800	F	2005
		To	_			Long	lale Cresce	ent								
8635) Dunbarton Rd	0.18	1500 From	F	99%	0%	0%	0%	0%	0%	С	0.088	F	0.612	1700	F	2005
B635 Dunbarton Rd	0.10	.000		0070	J / 0						0.000	•	0.012	.,,	•	_000
O Bushasia Bir	0.10	From		0001	001		vn Crescen		001		0.007		0.500	700	_	000
8635 Dunbarton Rd	0.16	670	F	99%	0%	0%	0%	0%	0%	F	0.097	F	0.593	730	F	2005
			<u>—</u>			Longo	dale Cresce	nt								
<u> </u>		From	تـــــــــــــــــــــــــــــــــــــ				postella Ro								_	
8640) Providence Rd	1.55	17000	F	99%	0%	1%	0%	0%	0%	F	0.1	F	0.539	19000	F	2005
<u> </u>		To From	:			A	ngora Dr				\neg —					
8640) Providence Rd	0.99	16000	F	99%	0%	1%	0%	0%	0%	С	0.103	F	0.576	18000	F	2005
		To	c			WCL V	Virginia Be	ach								
		From	e e			Mi	litary Hwy									
Sparrow Rd	0.23	5200	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.559	5700	F	2005
6045) Sparron 11a	0.20	-			0,0							•	0.000	0.00	•	
O	0.04	From	┸	000/	00/		vidence Rd		00/		0.000		0.557	40000	_	0005
Sparrow Rd	0.84	9300	F	98%	0%	1%	0%	0%	0%	С	0.089	F	0.557	10000	F	2005
		To From				India	an River Ro	1								
8645) Sparrow Rd	0.57	3200	F	98%	0%	1%	0%	0%	0%	F	0.105	F	0.616	3500	F	2005
\bigcirc		To	4			Little	e Beaver R	d			\neg —					
(8645) Sparrow Rd	0.28	1600	F	98%	0%	1%	0%	0%	0%	F	0.099	F	0.645	1800	F	2005
1		To	c				ldcrest Dr									
		From	e e			SR 168	Campostell	a Rd								
8647) Border Rd	0.47	6800	F	97%	1%	1%	0%	0%	0%	С	0.087	F	0.565	7500	F	2005
		To	:				ngfield Ave									
		From					order Rd									
8647) Wingfield Ave	0.08	3900	F	97%	1%	1%	0%	0%	0%	F	0.090	F	0.593	4300	F	2005
\bigcirc		To	_			131 950	92 Berkley	Δνε			— —					
8647) Wingfield Ave	0.48	2800	F	98%	1%	1%	0%	0%	0%	С	0.086	F	0.502	3000	F	2005
oo4/) VVIIIgiicid AVC	0.40	2000 To	÷	5570	1 /0		mstown Ro		0 /0		0.000	•	0.002	5500	•	2000
		From					ngfield Ave									
8647) Tatemstown Rd	0.34	4100	F	98%	1%	0%	0%	0%	0%	С	0.091	F	0.57	4500	F	2005
\bigcirc		To	:			SR 407	Indian Rive	r Rd								
		From	c			Batt	lefield Blvd									
8648) Albemarle Dr	1.19	3600	F	99%	0%	0%	0%	0%	0%	С	0.14	F	0.944	4000	F	2005
	-	To	1				Cedar Rd									
		From	-				t Pleasant				i					
8649) Woodford Dr	0.28	270	F	97%	1%	1%	0%	1%	0%	С	0.131	F	0.539	300	F	2005
Woodford Dr	0.20	To		01 /0	1 /0		yal Oak Dr	1 /0	0 /0		0.101	•	0.000	500	•	2000
											-					
Cornial: A.c.	0.44	From	<u> </u>	070/	207		alnut Ave	00/	00/		0.407	_	0.00	000	_	2005
(8650) Cornick Ave	0.14	800	F	97%	2%	1%	0%	0%	0%	F	0.107	F	0.62	880	F	2005
		To	-		_	Ole	ander Ave				—					
		From														
(8650) Cornick Ave	0.60	1200	F	97%	2%	1%	0%	0%	0%	С	0.109	F	0.529	1300	F	2005

	Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Citv o	f Chesapeake		From	i								-					
	West Road	0.79	300	F	94%	2%	1%	ouglas Rd 2%	1%	0%	F	0.133	F	0.609	320	F	2005
8653	West Noau	0.73	300		34 /0	270			1 70	070		0.133	'	0.003	320	'	2000
$\overline{}$	West Dd	F 07	1700	F	0.40/	20/		nefit Road	10/	00/			F	0.696	1000	F	2005
(8653)	West Rd	5.27	1700		94%	2%	1%	2% ninion Blvd	1%	0%	С	0.09	Г	0.686	1900	Г	2005
			From:	l								_					
	Shilelagh Rd	6.96	600	F	92%	2%	2%	enefit Rd 3%	1%	0%	С	0.125	F	0.544	660	F	2005
8655)	Shilelagh Nu	0.30	To		92 /0	270		ninion Blvd	1 70	070		0.123	'	0.544	000	•	2000
			From:	! 				efield Blvd				_					
8656	Benefit Rd	1.96	2500	F	93%	2%	3%	1%	1%	0%	С	0.171	F	0.845	2700	F	2005
0030			Tec									_	-				
	Benefit Rd	1.92	2800 From:	F	93%	2%	3%	n Pine Rd 1%	1%	0%	F	0.112	F	0.817	3000	F	2005
8656	Denent Nu	1.32	2000		9370	270	370	1 70	1 70	070	'	0.112	'	0.017	3000	•	2000
$\overline{}$			From	<u> </u>				nstown Rd				<u> </u>	_				
8656)	Benefit Rd	3.16	1000 To.	F	94%	2%	2%	2%	1%	0%	С	0.134	F	0.883	1100	F	2005
_				<u> </u>				ouglas Rd				_					
		0.01	From:	<u> </u>	0.407	001		Atlantic A		00/			_	0.550	5000	_	000
8657	Old Atlantic Ave	0.31	4600	F	94%	2%	2%	2%	1%	0%	F	0.089	F	0.553	5000	F	2005
$\overline{\overline{}}$			From				SR 24	6 Liberty S									
8657)	Cascade Blvd	0.44	1100	F	94%	2%	2%	2%	1%	0%	F	0.119	F	0.732	1200	F	2005
$\overline{}$			To				SR 168 0	Campostella	Rd								
$\overline{}$			From					bridge Blvd									
8658)	Booker St	0.58	750	F	99%	0%	1%	0%	0%	0%	С	0.114	F	0.691	820	F	200
$\overline{}$			To				Great	bridge Blvd									
$\overline{}$			From					8 Battlefiel									
8661)	Centerville Tnpk	3.99	6200	F	96%	1%	2%	1%	1%	0%	С	0.120	F	0.7	6800	F	2005
$\overline{}$			To:				M	lurray Dr				\neg —					
8661)	Centerville Tnpk	2.06	8800	F	96%	1%	2%	2%	0%	0%	С	0.096	F	0.605	9600	F	2005
			To				Wate	rway Circle				\neg —					
8661)	Centerville Tnpk	1.13	15000	F	97%	0%	1%	1%	1%	0%	F	0.097	F	0.654	16000	F	2005
	•		To				131-8665	Butts Static	n Rd								
$\overline{}$			From					Station Rd									
(8661)	Centerville Tnpk	0.46	8200	F	97%	0%	1%	1%	1%	0%	С	0.099	F	0.640	8900	F	2005
$\overline{}$			To:					805 Elbow R	.d								
	Centerville Tnpk	1.76	7000		97%	0%	1%	lbow Rd 1%	1%	0%	F	0.096	F	0.677	7600	F	2005
(8661)	Ochterville Tripk	1.70	To:	<u> </u>	31 70	070		Va Beach	1 /0	070		0.030	•	0.011	7000	•	2000
			From	l								<u> </u>					
0000	Green Tree Rd	0.73	6700		98%	0%	1%	npsville Rd 1%	0%	0%	С	0.102	F	0.585	7300	F	2005
8662)	Cloon floo Nu	0.70	To:	Ė	0070	0 /0		Grove Rd	0 /0	0 /0		0.102	'	0.000	, 500	•	2000
			From					efield Blvd									
8662	Oak Grove Rd	0.86	7900	F	98%	0%	1%	0%	0%	0%	С	0.083	F	0.528	8700	F	2005
\bigcirc			To				Gree	en Tree Rd									
			From				Ве	enefit Rd									
8663)	Johnstown Rd	5.94	3700	F	95%	1%	1%	2%	1%	0%	С	0.093	F	0.648	4000	F	2005
			To				Battl	efield Blvd									
_			From				John	nstown Rd									
8664)	Woodbridge Dr	0.19	1000	F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.604	1100	F	200
			To					arfield Dr									
	Drienfield Dr	0.00	From	<u> </u>	0007	007		odbridge Dr	00/	00/			_	0.500	0500	_	000
8664)	Briarfield Dr	0.68	2300 To.	F	99%	0%	0%	0%	0%	0%	С	0.107	F	0.563	2500	F	2005
$\stackrel{\smile}{=}$			10.	<u> </u>				edar Rd									
$\overline{}$			From	L	000:			vidence Rd	001	601	_		_	0 ===		_	
8665	Dunbarton Rd	0.65	5200	F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.535	5700	F	200
$\frac{}{}$			To From:					Military Hv									
8665)	Greenbrier Pkwy	0.50	54000	F	98%	0%	1%	1%	0%	0%	F	0.077	F	0.599	59000	F	2005
			m.					I-64									

QW Ye																	
	Q۷	AAWDT	Dir Factor	QK	K actor		QC			Tru 3+Axle		Bus	4Tire	QA	AADT	Length	Route
																	City of Chesapeake
F 200	_	87000	0.534	F	_ _ 0.081		F	0%	0%	I-64 1%	1%	0%	98%	F	From:	0.04	Groophrior Plans
F 200	Г	87000	0.534	Г	J.06 I		Г	0%	0%			0%	96%		80000	0.94	Greenbrier Pkwy
F 200		45000	0.500	F		 ,	F	00/	00/	den Way		0%	000/	F	From:	0.42	Croopbries Dlaus
F 200	Г	45000	0.580	Г	80.0		Г	0%	0%	1%	1%	0%	98%		41000	0.42	Greenbrier Pkwy
- oo			0.000					001	00/	lvo Pkwy		-00/	200/	ᆫ	From:	4.70	O 0 1: B
F 200	F	29000	0.626	F	0.092	0	С	0%	0%	1%	1%	0%	98%	F	26000	1.78	Greenbrier Pkwy
				_						Kempsville				<u> </u>	To- From:		<u> </u>
F 200	F	12000	0.710	F	0.105	0	F	0%	0%	1%	1%	0%	98%	F	11000 To:	2.08	Butts Station Rd
	_					_			1 пгрк	Centerville '		1					
F 200	_	3000	0.774	F	 0.098		С	0%	2%	. Va Beach 4%	3%	1%	90%	F	From:	2.62	Plealayator Pd
Γ 200	Г	3000	0.774	Г	7.096			076		s Airfield I		170	90%		2700	2.02	Blackwater Rd
									λu .	kwater Rd					From:		
F 200	F	4700	0.736	F	0.099	0	С	0%	1%	3%	1%	1%	94%	F	4300	0.15	8667) Fentress Airfield Rd
					1	_			Rd	Mt Pleasant	SR 165 l				To:		<u> </u>
					J					efield Blvd	Battl				From:		<u> </u>
F 200	F	4200	0.843	F	0.175	0	С	0%	0%	0%	2%	2%	95%	F	3800	0.81	8668) Hickory Rd East
						_			:	erville Tpke	Cente				To:		
F 200	F	1300	0.718	F	0.106	0	С	0%	1%	1%	2%	1%	95%	F	1200	4.89	8668) Head Of River Rd
					1	_			ch	'irginia Bea	WCL V				To		$\overline{}$
					J					efield Blvd	Battl				From:		
F 200	F	3800	0.588	F	0.108	0	С	0%	0%	0%	0%	0%	99%	F	3500	0.42	8674) Ashley Rd
					1					Pleasant Rd	Mt I				To:		<u> </u>
										postella Rd	Cam				From:		
F 200	F	4000	0.849	F	0.118	0	С	0%	0%	0%	1%	0%	99%	F	3600	0.70	Lindale Dr
					┼					baun Ave					To: From:		<u> </u>
F 200	F	5200	0.747	F	 0.101	0	С	0%	0%	ndale Dr 0%	1%	0%	98%	F	4800	0.33	8695) Debaun Ave
	·	0200	0	•	7	Ť		0,0	070	efield Blvd		- 0 70			To:	0.00	0093) 2 00000
					ī				e	lwood Circl	Crysta				From:		
F 200	F	1000	0.548	F	0.097	0	F	0%	0%	0%	0%	0%	99%	F	950	0.30	8717) Volvo Pkwy
										tron Ct	р				To:		,
F 200	F	12000	0.679	F	0.09	- (С	0%	0%	yron St 0%	0%	0%	99%	F	11000	0.26	8717) Volvo Pkwy
. 200	•	12000	0.070	•	J.00	`										0.20	8717) VOIVO 1 KM
F 200		16000	0.658	F	0.094		F	0%	0%	ndence Pkv 0%	Indepe 0%	0%	99%	F	14000	0.25	Volvo Plana
Γ 200	Г	16000	0.000	Г	J.094 		F	076	0%	0%	U70	076	99%		14000	0.25	8717) Volvo Pkwy
	_									efield Blvd				<u> </u>	From:		
F 200	F	27000	0.500	F	0.085	0	С	0%	1%	0%	1%	0%	98%	F	25000	1.38	8717) Volvo Pkwy
					+					nbrier Pkwy nbriar Pkwy					From:		
F 200	F	25000	0.672	F	0.096	0	F	0%	1%	0%	1%	0%	98%	F	23000	0.45	8717) Volvo Pkwy
					1					den Way					To:		,
	_	600==	0.00-	_						; 8717-Vol				<u> </u>	From:		O ***
F 200	F	22000	0.668	F	J.U98	0	F	0%					98%	F		1.49	(8717) Volvo Parkway
	_					_						De		<u> </u>			
Г 00	_	0000	0.570	_				001				40/	000/	<u> </u>		0.70	Coffman Divis
F 200	F	2000	0.572	F	J.093	0	Ċ	υ%				1%	98%	<u> </u>	1800 ™.	0.70	Corrman Blvd
						_								 			
F 20	_	6900	0.659	_				∩0/				20/	060/	<u> </u>		1 24	Campactalla Pd
F 200	г	0000	0.058	г	J.U99 			U%	U%			4 70	90%	<u> </u>	0200	1.34	8763) Carripostella Ru
														L	From:		<u> </u>
F 200	F	17000	0.529	F).099	0	F	0%	0%	0%	1%	2%	96%	F		1.06	(8763) Campostella Rd
	_				<u> </u>	_								<u> </u>			<u> </u>
	_	4 :	0.5:0	_				061		oridge Blvd		401	0001	<u> </u>	From:		
F 200	F	1400	0.549	F	J.137	0	C:	()%	()%	0%	1%	1%	98%	F	1300	0.50	(8771) Virginia Ave
= = =	<u>-</u>	22000 2000 6800 17000	0.668 0.572 0.658 0.529	F F F	0.098	0	F C	0%	1% 01-8806 0% d 0%	0% 1.49 ME 13 danding Rd 0% mouth Blvc Bridge Blv 0% itary Hwy 0% efield Blvd	1% ead End; Dock 1% Ports Great 1% Mil 1% Battl	0% De 1%	98% 98% 96% 96%	F F F	From: 6200 From: 16000	1.49 0.70 1.34 1.06	Volvo Parkway R757 Coffman Blvd R763 Campostella Rd R763 Campostella Rd R771 Virginia Ave

						City of Chesap	beake								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
Charanas I.a A.	4.40	Fron		070/	20/	Virginia Ave		00/			_	0.005	2000	_	2005
Chesapeake Ave	1.12	3300	F	97%	2%	1% 0%	0%	0%	С	0.086	F	0.605	3600	F	2005
	0.44	Fron	<u> </u>	070/	00/	Park Ave	00/	00/				0.507	0000		0005
(8771) Chesapeake Ave	0.41	2900 Tr	F	97%	2%	1% 0%	0%	0%	F	0.093	F	0.597	3200	F	2005
			1			Poindexter S									
O David Aura	0.07	From		000/	40/	Bainbridge Bl		00/			_	0.000	4700	_	0005
Park Ave	0.37	1500	F	98%	1%	1% 0%	0%	0%	С	0.088	F	0.608	1700	F	2005
		Te Fron	e e			Chesapeake A									
8776) Park Ave	0.35	4500	F	98%	1%	1% 0%	0%	0%	F	0.091	F	0.611	5000	F	2005
<u> </u>		Te	C.			Atlantic Ave	9								
\sim		Fron				Dead End									
8778) Barnes Rd	0.45	890	F	64%	0%	3% 1%	32%	0%	С	0.104	F	0.65	970	F	2005
\smile		To	c			Bainbridge Bl	vd								
_		Fron	E			George Washingto	n Hwy								
Ballahack Rd	11.72	830	F	95%	1%	2% 1%	1%	0%	С	0.106	F	0.608	910	F	2005
\smile		Te Fron				Old Battlefield	Blvd								
8796)	0.10	5100 From	F	95%	1%	2% 1%	1%	0%	F	0.094	F	0.532	5600	F	2005
\bigcirc		Te	c			SR 168									
<u></u>		Fron				W Branch Bly	vd								
Poplar Hill Rd	0.23	11000	F	99%	0%	0% 0%	0%	0%	С	0.084	F	0.523	12000	F	2005
		To	:			Churchland Bl									
		Fron	:			Cedar Rd									
8798) Bells Mill Rd	2.38	1400	F	98%	0%	1% 0%	0%	0%	С	0.089	F	0.529	1500	F	2005
5796) = 5 1		To	:			Cedar Rd									
		Fron	c			Washington I)								
Waters Rd	0.36	8500	F	98%	0%	1% 1%	0%	0%	С	0.089	F	0.587	9200	F	2005
6/99) 11 01010 110	0.00	To	:	0070	0,0	Cedar Rd 16		0,0				0.00.	0200	•	
		Fron													
8800 Millville Rd	1.11	1800	F	96%	0%	Cedar Rd 1% 2%	1%	0%	С	0.081	F	0.525	1900	F	2005
Millville Rd	1.11	To	:	3070	070	Burson Dr	170	070		0.001	'	0.020	1300	•	2000
		Fron								-					
8801) Shipyard Rd	1.05	1600	F	97%	0%	Cedar Rd 1% 2%	0%	0%	С	0.092	F	0.586	1700	F	2005
Shipyard Rd	1.00	To		31 /0	0 70	Burson Dr	070	070		0.032	'	0.500	1700	'	2000
		Fron	,.				1			<u> </u>					
8802) Hanbury Rd	1.00	7300	F	99%	0%	Johnstown R 1% 0%	0%	0%	С	0.104	F	0.577	7900	F	2005
8802) Haribury IXu	1.00	7 300 To		3370	0 70	Battlefield R		070		0.104	'	0.577	7 300	'	2000
		Fron								1					
8803) Hillwell Rd	2.36	2700	F	96%	2%	Battlefield Bl	va 1%	0%	С	0.114	F	0.818	3000	F	2005
Hillwell Rd	2.50	2700	:	30 /0	2 /0	Mt Pleasant F		070		0.114	'	0.010	3000	'	2000
		Fron								<u> </u>					
Contraca Dd	4.00			000/	10/	Mt Pleasant F		00/			_	0.604	4000	_	2005
Fentress Rd	1.80	3700 To	F	98%	1%	1% 0% Centerville Tr	0%	0%	С	0.093	F	0.601	4000	F	2005
C 511 D.1	0.05	Fron		000/	00/	Centerville Tp		00/			_	0.004	0000	_	0005
8805 Elbow Rd	3.05	5500 To	F	99%	0%	0% 0%	0%	0%	С	0.128	F	0.624	6000	F	2005
		R	1			WCL Virginia B									
Colore March	0.40	Fron	<u> </u>	000/	00/	Volvo Pkwy		001			_	0.544	40000	_	0005
Eden Way N	0.49	11000	F	99%	0%	0% 0%	0%	0%	F	0.1	F	0.541	12000	F	2005
		Fron	:			White Oak Cros	_								
8806) Eden Way N	0.68	16000	F	99%	0%	0% 0%	0%	0%	С	0.091	F	0.589	17000	F	2005
$\overline{}$		To	4			Greenbrier Pk	wv			— —					
8806) Eden Way N	0.85	13000	F	99%	0%	0% 0%	0%	0%	F	0.102	F	0.522	14000	F	2005
2,11		To				Volvo Penta I		- /-	•		•				
		From	e			Bainbridge Bl			•		•				
Anne Ave		450	F			Danoriage Di	14			0.089	F	0.61	450	F	2005
,		т.	<u> </u>			Arlie Street	:				•	0.01	100	•	_000
						511001									

					O.t., O.	Опозаро	ano								
Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
of Chesapeake	From					Secol De				-					
Baywood Trail	370	F				Canal Dr				0.114	F	0.523	370	F	2005
24) 11004 11411	Та	-			M	leiggs Rd				<u> </u>	•	0.020	0.0	•	
	From	п		-		e Turnpike	South								
Beaverdam Road	500	F	98%	0%	1%	0%	0%	0%	С	0.101	F	0.644	500	F	2005
	To				Lon	g Ridge Rd									
5 11 1	From				Will	low Oak Dr					_		000	_	000
Beckley Lane	290	. F			Cros	ntham Lane				0.149	F		320	F	200
	From	1				r Cliff Crest				+					
Birchleaf Rd	200	F			Bilei	Cilii Ciesi				0.145	F		220	F	200
	To	_			Mil	ll Pond Dr							_		
	From	ı:			Sh	ipyard Rd									
Burson Dr	800	F	·							0.105	F	0.714	800	F	200
	To				Oran	igewood Rd	<u>(</u>								
	From				De	enver Ave					_			_	
Chatanooga St	510	. F			- 11	Totoma D.d.				0.101	F		560	F	200
	From	I				aters Rd lefield Blvd				<u> </u>					
Coastal Way	1200	"L			Battl	eneid Blvd				0.106	F		1400	F	200
oddidi Way	To					Sams Dr					·		1100	·	200
	From	ı:			C	Cedar Rd									
Conquest Dr	1400	F								0.122	F		1500	F	200
	To	•			Albern	narle Dr Sh	ea								
	From	4			G.Was	shington Hv	vy								
Conrad Ave	1800	F								0.087	F	0.565	2000	F	200
	To	1			B	Butler St									
Cattaninadiana	From	<u> </u>			Gib	oson Drive				0.440	_		400	_	200
Cottonwood Lane	150	F.			I e	nore Trail				0.118	F		160	F	200
	From					ilson Rd				1					
Cypress Street	840	F	97%	0%	2%	0%	0%	0%	С	0.132	F	0.513	840	F	200
-71	To	c				Isaac St									
	From	ı:			V	ellen St									
Debbs Lane	250	F								0.108	F		270	F	200
	To	•			R	Rellen St									
	From				W	arrick Rd									
Dove Dr	200	F								0.152	F		220	F	200
						itterfly Dr									
Essex Dr	From 680	"L			K	almar Dr				0.113	F		740	F	200
ESSEX DI	000				Kin	gs Way Dr				0.113	г		740	Г	200
	From					Jule Dr									
Etheridge Manor Blvd	12000	F				ruic Di				0.096	F		13000	F	200
	To	c			Shi	fford Lane									
	From	10			Ede	nbridge Dr									
Etheridge Road	2500	F	99%	0%	1%	0%	0%	0%	С	0.097	F	0.633	2500	F	200
	To	1			Fe	entress Rd									
	From					Saul Dr					_			_	_
Eva Blvd	530	F				1 P				0.100	F		580	F	200
						Marge Dr									
Fairway Drive	2000	<u></u>	000/	00/		nbrier Pkwy		00/		0.122	F	0.746	2000	_	200
Fairway Drive	2000	_	99%	0%	0% Cra	0% anston Dr	0%	0%	С	0.122	г	0.716	2000	F	200
	From	I				Shell Rd				$\frac{}{}$					
Fireman St						mon Nu									
riteman St	670	F								0.089	F		740	F	200

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Route	Length AADT	QA	4Tire	Bus		True 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
of Chesapeake	From	,i							-					
Marion Dr	1200	F			Batt	lefield Blvd			0.101	F		1200	F	2005
	To				Joh	nstown Rd								
	From				Cu	lpeper Ave								
Marlboro St	220	F			117	1 A			0.168	F		240	F	2005
	From					nslow Ave								
Masters Row Ct	540	F			Da	ш гоор ст			0.097	F		590	F	200
	To	c			E	Brassie Ct								
	From				Н	aledon Rd								
McCosh Dr	950	F				60° 11701			0.101	F		1000	F	200
	From					uffield Pl								
Michael Dr	70	F			Bro	admoor Ave			0.185	F		80	F	200
WIGHACI DI	To				,	Texas St			0.103	'		00	•	200
	From	10			(Clover Dr								
Millwood Ave	1600	F							0.102	F		1700	F	200
	To				E.	Royce Dr								
Noteban Taur	From	<u> </u>			F	Parker Rd			0.444	_		F.40	_	200
Natchez Terr	540	F			Fox	gate Quarter			0.114	F		540	F	200
	From	:				nstown Rd								
Newberry Dr	570	F			301	ilistowii Ku			0.095	F		620	F	200
<u> </u>	To	c			Но	rse Run Dr								
	From	i:			Woo	odcroft Lane								
Oak Dr	310	F							0.106	F		340	F	200
	To	J				re Neck Rd								
Old Dr	1200	"L			V	ictoria Dr			0.122	F		1400	F	200
Old Di	To				F	Barlett Dr				•		1400	•	200
	From	E .			Camp	ostella Road								
Omar St	430	F							0.091	F		470	F	200
	To	<u> </u>				Faye St								
Philadelphia St	From				Eı	nglish Ave			0.142	F		40	_	200
Priliadelpriia St	40	F			ν	Iiller Ave			0.143	Г		48	F	200
	From	:				heridge Rd								
Poplar Ridge Dr	270	F			Lu	nenage ra			0.123	F		270	F	200
	To	:			Sand	lewood Lane								
	From				Eı	ik Paul Dr								
Priscilla Lane	790	F				¥			0.094	F		790	F	200
	From	_				oretta Lane								
Queenswood Terr	130	F			Gr	eenway Dr			0.117	F	0.546	140	F	200
	To				Roy	al Grant Dr	 						-	
	From				Can	npostella Rd								
River Creek Rd	530	F							0.111	F		530	F	200
	To					oker Street								
Robert Hall Blvd	From 4300				Batt	lefield Blvd			0.091	F		4700	F	200
NUDER HAII BIVU	4300				Mi	ilitary Hwy			0.091	۲		4700	Г	200
	From					epherds Ct			<u> </u>					
Shepherds Gate	240	F			ĢII				0.122	F		260	F	200
	To	ic .			Loga	ns Mill Terr								
	From				Sin	Meliot Ct								
Sir Meliot Dr	760	F							0.099	F		830	F	200

					,	Chocapcano							
Route	Length AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Chesapeake													
Smokey Mountain Tr	Fro:	" <u> </u>			C	Cricket Ct		0.086	F		1200	F	2001
Smokey Mountain 11	1300	. F			Woo	odwind Way		0.066	Г		1300	Г	200
	Froi	n.				odberry Dr		_					
Southfield Dr	100	F			WOO	odberry Dr		0.12	F		110	F	200
Codimicia Di	100				В	Bartell Dr		٠.,٠	•		110	•	200
	Froi	n:				carlett Dr		i					
Stadium Dr	2000	F				curett B1		0.143	F		2100	F	200
	Т	D:			Mt I	Pleasant Rd							
	Froi	n:			Gold	len Hind Rd							
Strafford Dr	300	F						0.102	F		330	F	200
	Т	D:			На	arding Dr							
	From	n:			Go	oldcrest Dr							
Tanglewood Tr	340	F						0.109	F		380	F	200
	Т	D:			T	Гrilby Ct							
	Froi	n:			Fa	airview St							
Tatemstown Rd	2600	F_						0.073	F		2800	F	200
	Т	D:			P	Peter Rd							
	From				В	Bruin Rd							
Terry Dr	1000	F						0.092	F		1100	F	200
	Т	n'			Bri	ittany Way							
	Froi				Βι	ulldog Dr							
Tinter St	2400	F			**	1 M		0.088	F		2700	F	200
		1				olvo Pkwy							
W 1 51	Froi				Cam	npostella Rd			_		0.40	_	000
Wadena Rd	840	F			C			0.106	F		840	F	200
						atton Street							
Warrick Rd	Froi 1000	F			С	Cedar Rd		0.101	F		1100	F	200
vvailiuk Ku	1000				P.	atterfly Dr		0.101	Г		1100	۲	200
	Froi							<u> </u>					
Washington Dr	760	" <u>L</u>			W	Vaters Rd		0.103	F	0.606	760	F	200
Washington Di	700				E	E. Street		0.103	'	0.000	700	'	200
	Froi	n:				gnolia Ave		i					
Winslow Ave	350	F			ıvıa	gnona Avc		0.138	F		390	F	200
	Т				Ma	arlboro St			•			-	
	Froi	n:				ge Wash. Hwy		i					
Yadkins Rd	3900	F			500.5	,		0.097	F		4300	F	200
	Т	D:				I-64							